SANTA FE SAFETY FIRST

Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, M and N, Book of Rules.)

TRAINMASTERS

E. E. SANDERS ..... Bakersfield, Calif.
W. A. ROEBUCK ..... Fresno, Calif.
G. H. DOTSON ..... Stockton, Calif.
D. E. BEAUCHAMP ..... Richmond, Calif.

ASSISTANT TRAINMASTERS

R. J. ST. JOHN ..... Richmond, Calif.
G. C. DADO ..... Bakersfield, Calif.

ROAD FOREMEN OF ENGINES

D. KEMP ..... Fresno, Calif.
A. K. SMELLIE ..... Bakersfield, Calif.

CHIEF DISPATCHER

E. H. HAMIC ..... Fresno, Calif.

ASSISTANT CHIEF DISPATCHERS

E. C. STRETCH ..... Fresno, Calif.
M. L. POTTER ..... Fresno, Calif.
J. E. SIKES ..... Fresno, Calif.

DISPATCHERS - FRESNO

N. S. PETERSEN
G. M. YOUNG
R. L. SIMPSON
R. D. RILEY
G. T. WHEELER
L. L. SAGE
J. H. WEBBER
E. T. FOREMAN
L. E. KIRKEENG
J. B. BONESTEEL
J. P. MARBERRY

The Atchison, Topeka and Santa Fe Railway Co.

COAST Santa Fe LINES

VALLEY DIVISION

TIME TABLE No. 16

IN EFFECT

Saturday, June 15, 1968

At 12:01 A. M.
Pacific Standard Time

This Time Table is for the exclusive use and guidance of Employes.

J. N. LANDRETH
General Manager
LOS ANGELES, CALIF.

E. R. ROBERTSON
Asst. General Manager
LOS ANGELES, CALIF.

S. ROGERS
Superintendent
FRESNO, CALIF.

J. T. GROUNDWATER
Superintendent
RICHMOND, CALIF.

Capacity of Sidings In 50 ft. Cars	Communications Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD FIRST CLASS 1 Leave Daily	TIME TABLE NO. 16 June 15, 1968 STATIONS	EASTWARD FIRST CLASS 2 Arrive Daily	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard	C-R-Y		PM 11.55	BARSTOW	s AM 1.30	746.4	
		34.3		1.8			0.0
233	B			HUTT		748.6	
		12.1		8.6			7.7
162	B			HINKLEY		757.2	
		34.3		9.0			24.5
161	B			HAWES		766.1	
		34.3		6.8			12.2
165	B			JIMGREY		772.9	
		28.0	AM	11.0			26.9
161	C-Y		12.31	BORON	12.48	784.0	
		0.0		5.6			34.3
162	B			SILT		789.6	
		26.4		7.5			19.0
161	C-Y		12.44	EDWARDS	12.32	797.1	
		34.3		6.4			0.0
160	B			BISSELL		803.6	
		24.3		6.5			26.4
175	B			SANBORN		810.1	
		52.8		5.6			0.0
Yard	C-R-Y		f 1.10	MOJAVE (68.8)	s 12.15 AM	818.4	
				66.9			
	C	15.8	3.15	ABS KERN JUNCTION YL 2 TRKS.	10.13	885.2	0.0
				2.5			
Yard	C-R-T		s 3.30 AM	BAKERSFIELD YL	10.05 PM	887.7	
			Arrive Daily	(138.2)	Leave Daily		

(38.6) .....Average speed per hour..... (40.4)

TRAFFIC CONTROL SYSTEM

Trains must get clearance card before leaving Barstow and Bakersfield, except at Barstow trains may proceed on clear train order signal in lieu of clearance card.

Southern Pacific time table and rules govern movement of trains Kern Junction interlocking to M.P. 817.5 at east end of Mojave yard.

Rule 251 in effect between Kern Jct. and M.P. 887.5 at Bakersfield.

Rule 261 (TCS) in effect on main track and sidings between West Tower Barstow and M.P. 817.5 at Mojave.

In TCS sidings, speed limit 40 MPH.

Rule 85: Between Barstow and Mojave, exchange of train orders, signals and numbers, is not required.

At Barstow between East and West Towers there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and end of two tracks 800 feet west of M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.
"S"—Spring Switch.
"ESL"—Electric Switch Lock.
"EE"—East End.
"WE"—West End.

Station	Type	Location	MPH
Hutt	I	EE siding	15
	I	WE siding	40
Hinkley	I	EE and WE siding	40
Hawes	I	EE and WE siding	40
Jimgrey	I	EE and WE siding	40
Boron	I	EE and WE siding	40
Silt	I	EE and WE siding	40
Edwards	I	EE and WE siding	40
Bissell	I	EE and WE siding	40
Sanborn	I	EE and WE siding	40

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
MOJAVE DISTRICT	79	60
Curve M.P. 747.2 to 747.6	60	60
2 Curves M.P. 816.4 to 817.5	50	50
Kern Jct. to Bakersfield	20	20

Rule 93: Yard Limits Are Located At:
Bakersfield to Kern Junction.

LENGTH OF STEMS OF WYES

Barstow (M.P. 743.7) ..... 2796 Feet
Boron ..... Mine Spur
Edwards ..... Army Spur

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
P. C. Borax Co. Spur	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (Z)
Barstow West Tower	Main track and connecting crossovers.	Interlocking. Ten miles per hour.	To Mojave District — — 0 Against current of traffic —— 0 Engine lead 00——0 Switching tail 0000 Tracks 1 to 17 incl. 0——00 Tracks 18 to 30 incl. ——0——0
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —

Capacity of Sidings In 50 ft. Cars	Communications, Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD FIRST CLASS 1 Leave Daily	TIME TABLE NO. 16 June 15, 1968 STATIONS	EASTWARD FIRST CLASS 2 Arrive Daily	Mile Post	Ruling Grade Ascending— Feet Per Mile
Yard	C-R-T		AM 3.40	BAKERSFIELD	s PM 9.55	887.7	
		13.3		3.4			15.5
E134 W122	B			JASTRO		891.1	
		0.0		6.6			14.7
180	B			UNA		897.7	
		9.2		7.7			0.0
E96 W118	C-R		f 4.05	SHAFTER	f 9.33	905.4	
		0.0		7.6			10.6
130	C-R		f 4.15	WASCO	f 9.25	913.0	
		0.0		6.2			15.8
178	B			ELMO		919.2	
		0.0		5.4			15.8
180	B			SANDRINI		924.6	
		0.0		7.7			8.4
178	B			ALLENSWORTH		932.3	
		9.5		9.8			1.7
178	B			ANGIOLA		942.1	
		4.1		8.8			2.6
E116 W198	C-R-Y		s 4.45	CORCORAN	f 8.56	950.9	
		4.1		9.4			0.0
178	B			GUERNSEY		960.3	
		5.8		7.6			0.0
E176 W92	C-R		s 5.10	S. P. Crossing HANFORD	s 8.40	967.9	
		10.6		5.3			0.0
180	B			SHIRLEY		973.2	
		14.6		2.8			15.8
70	B-Y			LATON		976.0	
		0.0		6.2			15.8
180	B			CONEJO		982.2	
		10.6		6.1			0.0
178	B			BOWLES		988.3	
		10.6		6.1			0.0
				S. P. Crossing		994.4	
		0.0		0.8			4.2
Yard	C-R T-Y		5.31 AM	CALWA	8.12 PM	995.2	
			Arrive Daily	(107.5)	Leave Daily		

TRAFFIC CONTROL SYSTEM — AUTOMATIC TRAIN STOP

(58.1) .....Average speed per hour..... (62.6)

Trains must get clearance card before leaving Bakersfield and Calwa.

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Laton, between end of two tracks Bakersfield and Calwa.

In TCS sidings, speed limit 40 MPH.

Rule 85: Between Bakersfield and Calwa, exchange of train orders, signals and numbers, is not required.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and end of two tracks 880 feet west of M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
BAKERSFIELD TO JASTRO	79	60
JASTRO TO CALWA	90	60
Bakersfield M.P. 887.5 to 889	20	20
2 Curves M.P. 889 to 890.1	50	50
Curve M.P. 892.9 to 893.4	70	70
Shafter Lerdo Road M.P. 905.1	70	70
Alpaugh Spur	10	10
Corcoran M.P. 950.5 to 951.7	50	50
Hanford M.P. 967.5 to 968.4	20	20
Curve M.P. 969.3 to 969.5	55	55
Curve M.P. 973.7 to 973.9	55	55
2 Curves M.P. 975.0 to 975.8	50	50
M.P. 994.4 to Calwa	40	40

SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.
"S"—Spring Switch.
"ESL"—Electric Switch Lock.
"EE"—East End.
"WE"—West End.

Station	Type	Location	MPH
Bakersfield	I	WE two tracks 1000 feet west of M.P. 888	20
Jastro	I	EE siding	30
	I	WE siding and crossover	40
	I	Porterville-Orosi Jct. switch	30
Una	I	EE and WE siding	40
Shafter	I	EE and WE siding and crossover	40
Wasco	I	EE and WE siding	40
Elmo	I	EE and WE siding	40
Sandrini	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
Stoil	ESL	EE and WE siding	30
Angiola	I	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	I	EE and WE east siding	40
	I	EE and WE west siding	40
Guernsey	I	EE and WE siding	40
Hanford	I	EE and WE east siding	40
	I	EE and WE west siding	30
Shirley	I	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	30
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	End of two tracks	30

RAILROAD CROSSINGS AT GRADE AND INTERLOCKING

Location		Tracks Governed	Rule
Hanford		S. P. Coalinga branch.	TCS.
Calwa	0.8 East	S. P. main track and entrance to yard.	TCS.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Rosedale	895.7	49	East & West
Crome	899.5	34	West
Ivy	909.8	10	East
Palmo	910.5	28	West
Neufeld	914.7	6	East
Pond	921.2	40	East
Stoil	936.0	89	East & West
Alpaugh Spur	936.0	4.8 miles	West
Blanco	945.9	68	East & West
Kings Park	963.6	23	East & West
Pitco	970.1	17	East
Lucerne Spur	971.8	0.8 mile	West
Monmouth	985.6	26	East & West

LENGTH OF STEMS OF WYES

Location	Feet
Corcoran	Visalia District
Laton	337
Calwa	Visalia District

Normal position for junction switches:
Corcoran for First District siding
Laton for First District siding

Capacity of Sidings In 50 ft. Cars	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD FIRST CLASS 1 Leave Daily	TIME TABLE NO. 16 June 15, 1968 STATIONS	EASTWARD FIRST CLASS 2 Arrive Daily	Mile Post	Ruling Grade Ascending—Feet Per Mile
Yard	C-R T-Y		AM 5.31	CALWA	PM 8.12	995.2	
		15.8		1.6			2.6
				S. P. Crossing		996.8	
		15.8		0.9			2.6
				S. P. Crossing		997.7	
		5.3		0.4			5.3
Yard	C		s 5.45	FRESNO	s 8.05	998.1	5.3
		15.8		2.0			
80	B			HAMMOND		1000.1	
		15.8		4.9			5.3
172	B			FIGARDEN		1005.0	
		10.6		6.3			15.8
180	B			GREGG		1011.3	
		15.8		8.3			15.8
180	B			MADERA		1019.6	
		15.8		5.8			15.8
180	B			KISMET		1025.5	
		7.4		5.7			0.0
E134 W144	B			SHARON		1031.1	
		15.8		10.4			15.8
180	B			LE GRAND		1041.5	
		5.3		5.8			15.8
194	B			PLANADA		1047.3	
		0.0		8.8			12.7
202	C-R		s 6.50	MERCED	s 7.05	1056.1	17.4
		5.3		6.8			
180	B			FLUHR		1062.9	
		18.0		8.8			20.0
180	B			BALLICO		1071.7	
		15.8		7.9			15.8
180	B			DENAIR		1079.6	
		22.7		9.6			15.3
180	C		s 7.20	EMPIRE	s 6.30	1089.2	
		26.4		6.4			0.0
160	C-R		f 7.27	RIVERBANK	f 6.24	1095.6	
		15.8		6.0			15.8
186	C			ESCALON		1101.6	
		0.0		8.0			15.8
180				DUFFY		1109.6	
		0.0		10.4			5.3
162	C-R-Y			MORMON		1120.0	
		0.0		0.7			10.3
				W. P. Crossing			
	C			STOCKTON TOWER		1120.7	
				S. P. Crossing			
		0.0		0.7			10.3
137	B-Y		s 8.00	STOCKTON	s 6.00	1121.4	
		1.6		5.2			1.8
96	B		8.07	GILLIS	5.50	1126.6	
		0.0		2.7			0.5
72	C			HOLT		1129.3	
		0.8		3.7			0.0
98	B		8.13	TRULL	5.44	1133.0	
		11.6		1.8			5.3
	B			MIDDLE RIVER		1134.8	
		0.0		2.0			10.6
71	C		8.20	ORWOOD	5.38	1136.8	
		3.2		3.0			10.6
74	B			BIXLER		1139.8	
		6.3		3.2			0.0
96	C		8.27	KNIGHTSEN	5.31	1143.0	
		3.6		3.1			6.6
64	B			OAKLEY		1146.1	
		13.2		4.2			15.8
108	B		8.35	SANDO YL	5.24	1150.3	
		0.0		1.8			15.8
104	C		8.38	ANTIOCH YL	5.22	1152.1	
		15.8		3.7			6.6
134	C-R		f 8.45	PITTSBURG YL	s 5.16	1155.8	
		5.3		3.4			11.6
70	B		8.51	BROSE	5.10	1159.2	
		15.8		4.4			15.8
108	C		8.58	PORT CHICAGO YL	5.06	1163.6	
		0.0		3.3			0.0
67	B		9.04	MALTBY	5.03	1166.9	
		52.8		6.5			0.0
68	B		9.14	GLEN FRAZER	4.55	1173.4	
		52.8		2.6			52.8
96	B		9.21	CHRISTIE	4.50	1176.0	
		0.0		3.1			52.8
102	B		9.27	COLLIER	4.46	1179.1	
		0.0		2.4			52.8
	C		f 9.35	PINOLE	f 4.42	1181.5	
		49.6		1.1			29.9
104	B		9.38	GATELEY	4.40	1182.6	
		52.8		3.9			52.8
106	B		9.45	RHEEM	4.36	1186.5	
		51.7		3.1			52.8
Yard	C-R T-Y		s10.00 AM	RICHMOND YL	4.30 PM	1189.6	
			Leave Daily	(194.4)	Leave Daily		

TWO TRACKS — TRAFFIC CONTROL SYSTEM — AUTOMATIC TRAIN STOP — AUTOMATIC BLOCK SYSTEM

(43.4) .....Average speed per hour..... (52.5)

Trains must get clearance card before leaving Calwa and Richmond.

Extra trains must get clearance card before leaving Riverbank.

Trains originating must get clearance card before leaving Mormon.

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 100 feet west of MP 1123.

In TCS sidings, speed limit 40 MPH.

Rule 85: Between Calwa and Stockton, exchange of train orders, signals and numbers, is not required.

At Richmond between MP 1188.6 and junction Oakland district there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
CALWA TO HAMMOND	79	60
HAMMOND TO MORMON	90	60
MORMON TO RICHMOND	79	60
Calwa to M.P. 996.8	40	40
M.P. 996.8 to 1002.0	20	20
M.P. 1002.0 to 1003.2	50	50
Curve M.P. 1047.4 to 1047.9	70	70
Curve M.P. 1053.8 to 1055.7	70	70
Merced M.P. 1055.7 to 1057.0	30	30
2 Curves M.P. 1069.1 to 1070.5	70	70
Curve M.P. 1087.9 to 1088.1	50	50
Oakdale Spur	20	20
Escalon M.P. 1101.4 to 1102.0	60	60
Curve M.P. 1119.1 to 1119.5	60	60
Stockton M.P. 1120.0 to 1122.0	20	20
Track M.P. 1134.7 to 1136.4	30	30
Curve M.P. 1139.5 to 1139.8	65	60
Antioch M.P. 1151.3 to 1152.3	45	45
Pittsburg M.P. 1155.4 to 1156.1	24	24
2 Curves M.P. 1161.3 to 1161.9	50	50
4 Curves M.P. 1167.3 to 1168.6	50	50
2 Curves M.P. 1168.6 to 1170.5	60	60
10 Curves M.P. 1170.5 to 1173.6	45	45
Tunnel No. 3 & 2 Curves M.P. 1173.6 to 1175.5	50	50
14 Curves M.P. 1175.5 to 1180.9	45	45
4 Curves M.P. 1180.9 to 1182.5	55	55
4 Curves M.P. 1184.7 to 1187.8	50	50
1 Curve M.P. 1187.8 to 1189.0	45	45
2 Curves M.P. 1189.0 to 1189.6	20	20

When street or highway crossings are shown, speed applies only while head end of train is passing.

Rule 93: Yard limits are located at:
Du Pont to and including Pittsburg
Port Chicago
Richmond

Normal position for junction switches:
Hammond for Second District siding

At Mormon, first class and extra trains except those originating or terminating, may register by form 903.

(Continued on Page 5)

(Continued from Page 4)

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.
"S"—Spring Switch.
"ESL"—Electric Switch Lock.
"EE"—East End.
"WE"—West End.

Station	Type	Location	MPH
Fresno	I	2 crossovers MP 996.8	30
	I	Turnout yard lead to eastward main track MP 996.8	30
	I	End of two tracks	20
Figarden	I	EE and WE siding	40
Gregg	I	EE and WE siding	40
Madera	I	EE and WE siding	40
Kismet	I	EE and WE siding	40
Sharon	I	EE and WE siding and crossover	40
Legrand	I	EE and WE siding	40
Planada	I	EE and WE siding	40
Merced	I	EE siding	40
	I	WE siding	30
Fluhr	I	EE and WE siding	40
Ballico	I	EE and WE siding	40
Denair	I	EE and WE siding	40
Empire	I	EE and WE siding	40
Riverbank	I	EE and WE of lead	15
	I	EE and WE siding	40
Escalon	I	EE and WE siding	40
Duffy	I	EE and WE siding	40
Mormon	I	EE siding	40
	I	2 crossovers	30
Stockton	I	WE siding	30
Gillis	S	EE and WE siding	30
Holt	S	EE and WE siding	30
Trull	S	EE and WE siding	30
Orwood	I	EE siding	15
	S	WE siding	30
Bixler	S	EE and WE siding	30
Knightsen	S	EE and WE siding	30
Sando	S	EE siding	30
Antioch	S	WE siding	30
Pittsburg	S	EE siding	15
	S	WE siding	30
Brose	S	EE and WE siding	30
Port Chicago	S	EE and WE siding	30
Maltby	S	EE and WE siding	30
Glen Frazer	S	EE and WE siding	30
Christie	S	EE and WE siding	30
Collier	S	EE and WE siding	30
Gateley	S	EE and WE siding	30
Rheem	S	EE and WE siding	30

At Sando, westward train on main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train on siding must occupy spotting section two minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

At Glen Frazer, westward train finding Signal 11731 or Signal 11733 in stop position may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right. Westward train on auxiliary siding will find Signal 11735 in stop position and may obtain proceed signal if route is clear by lining switch for main track.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board in advance of Signal 11752 until westward train has entered siding. Eastward train on siding must remain west of spotting section until ready to depart. Spotting section designated by sign near dwarf Signal 11754. Eastward train, when ready to proceed, must occupy spotting section between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Collier. If train is occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

Train failing to secure proceed indication on Signals 11731, 11733, 11735, 11752 or 11754 through procedure indicated above will be preceded through tunnel by flagman and train will not enter tunnel until flagman reaches opposite end of tunnel, calls on phone and notifies dispatcher and conductor (latter will listen in on phone at portal of tunnel from which flagman started) that route is clear. Flagman will specify "This is Flagman (giving name) of Train No. (giving number of train) and the route is clear." Conductor will acknowledge this information and train will proceed through tunnel at restricted speed. Booth telephones located at each portal of tunnel.

Night signals will be displayed through all tunnels between Maltby and Christie.

LENGTH OF STEMS OF WYES

Location	Feet
Calwa	Visalia District
Mormon	2610
Stockton	1450

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Trigo	1014.3	40	East & West
Tuttle	1050.7	54	East & West
Kadota	1052.1	22	East & West
Pritchard	1058.9	20	East
Winton	1065.4	18	East & West
Cortez	1074.6	15	East & West
Hughson	1085.8	38	East & West
Claus	1092.8	42	East & West
Oakdale Spur	1095.6	6.5 miles	East
Burnham	1112.5	34	East & West
Rockwell	1114.8	13	East & West
Woodsbro	1125.5	54	East & West
Werner	1138.8	23	East & West
Du Pont	1147.6	58	East & West
Bridgehead	1148.4	16	East & West
East Antioch	1149.2	127	East & West
Zee	1149.7	64	East & West
Nichols	1161.3	15	East
Monsanto	1165.8	44	East & West
Muir	1170.6	..	East
Herpoco	1180.4	..	West
San Pablo	1187.8	11	East & West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKING

Location		Tracks Governed	Rule	Whistle Signal in Addition to Rule 14(Z)
Calwa	1.6 West	S. P. Porterville branch.	TCS.	
Fresno	0.4 East	S. P. Friant branch.	TCS.	
Oakdale		S. P. Oakdale branch.	98 (A), 98 (B).	
Stockton Tower		W. P. and S. P. main tracks and transfer tracks.	Interlocking.	Main line to Town lead —— 0 —— S. P. North transfer 00 — S. P. South transfer 000 — W. P. main track connection 0 —— Town lead thru plant —— 0
Stockton	1.0 West	Main track and siding.	Interlocking.	
Orwood	0.8 East	Drawbridge and siding.	Interlocking.	
Pittsburg	0.9 East	Lead to Columbia Steel over S. N.	98 (A), 98 (B) and Bulletin Instructions.	
Pittsburg	0.2 West	Lead to Johns Manville over S. N.	98 (A), 98 (B), and Bulletin Instructions.	
Pittsburg	0.9 West	Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications Turn Tables and Wyes
Yard			TCS BAKERSFIELD		116.0		C-R-T
	13.3		2.5			0.0	
29			LANDCO YL		113.5		B-Y
	0.0		2.8			51.5	
28			OIL JUNCTION YL		110.7		B
			38.8				
	52.8		**DUCOR** YL		71.9	52.8	C
48			5.9				
	52.8		ULTRA		66.0	52.8	B
			7.0				
			PORTERVILLE JCT. YL S. P. Crossing		59.0		
	0.0		0.8			33.2	
42			PORTERVILLE YL		58.2		C-Y
	52.8		6.3			52.8	
32			STRATHMORE JCT.		51.9		B
	31.1		1.1			0.0	
28			MIRADOR		50.8	31.4	
	3.1		4.1				
52			LINDSAY YL		46.7		C
	5.0		3.1			34.8	
16			LUCCA		43.6		
	0.0		0.6			0.0	
12			SIDES		43.0		
	15.8		3.8			0.0	
40			EXETER YL		39.2		C
	15.8		0.3			0.0	
			Visalia Elect. Crossing		38.9		
	15.8		2.2			5.3	
16			VENIDA		36.7		
	0.0		2.7			5.3	
16			FANE		34.0		B
	21.1		2.8			8.9	
			HILLMAID		31.2		
	20.8		0.1			30.8	
			Visalia Elect. Crossing		31.1		
	20.8		1.0			30.8	
16			REDBANKS		30.1		B
	0.0		1.8			20.8	
10			CAIRNS		28.3		
	0.0		1.4			17.4	
18			RAYO		26.9		
	0.0		3.1			17.4	
32			SEVILLE		23.8		
	15.3		3.2			10.8	
			WYETH YL		20.6		B-Y
			1.6			26.8	
66			**CUTLER** YL				C
	0.0		1.6				
			WYETH YL		20.6		B-Y
	14.4		2.0			0.0	
24			OROSI YL		18.6		B
	30.3		6.4			15.2	
42			ORANGE COVE YL		12.2		C
	16.2		5.9			10.6	
23			NAVALENCIA YL		6.3		
	25.3		6.3			31.7	
22			MINKLER YL		0.0		Y
			(116.0)				

Rule 93: Yard limits are located at:
Landco to Oil Jct.
Ducor (Santa Fe tracks only)
Porterville to and including Porterville Jct.
Lindsay
Exeter
Cutler to and including Wyeth
Wyeth to and including Minkler via Orosi

Normal position of junction switches:
Wyeth for Porterville-Orosi District
Minkler for Wahtoke District

LENGTH OF STEMS OF WYES:

Location	Feet
Landco	1300
Minkler	Porterville-Orosi District
Wyeth	1.6 Miles
Porterville	1143

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Wimp	22.2	5	East
Twin Buttes	25.3	9	West
Woodlake Spur	33.5	2.2 miles	West
Winco	32.4	15	East & West
West Venida	36.1	11	West
Matchin	37.3	10	East
List	40.6	20	West
Sierra Heights	48.5	13	East
Gillette	50.4	52	East
Strathmore Spur	52.0	1.2 miles	East
Euclid	54.3	22	West
Mosian	54.5	23	East
Lumer	60.9	6	East
Sunland Spur	61.4	1 mile	West
Magnolia	61.9	14	East

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Hillmaid ....0.1 West	Visalia Elec.	98 (A), 98 (B).
Exeter .....0.3 West	Visalia Elec.	98 (A), 98 (B).
Porterville ....0.8 East	S. P. Success branch.	98 (A), 98 (B).

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
PORTERVILLE-OROSI DISTRICT	40	40
Track M.P. 0.0 to 12.0	10	10
Track M.P. 12.0 to Cutler	25	25
Woodlake Spur	10	10
Exeter M.P. 39.1 to 39.6	20	20
Lindsay M.P. 46.1 to 47.1	20	20
Strathmore Spur	15	15
Sunland Spur	15	15
2 Curves M.P. 61.5 to 62.1	30	30
Between Porterville and Ducor	40	30
Between Oil Junction and Landco	20	20

Movements between Bakersfield and Landco will be made under Rule 261 (TCS) on First District.

No switch lights between Ducor and Minkler.

Southern Pacific time table and rules govern between Oil Junction and Ducor.

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.
"S"—Spring Switch.
"ESL"—Electric Switch Lock.
"EE"—East End.
"WE"—West End.

Station	Type	Location	MPH
Landco	S	Stem of wye	10
	S	EE siding	15

VISALIA DISTRICT

TIME TABLE NO. 16 June 15, 1968

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
C-R-Y	Yard			**CORCORAN** YL		0.3	
		28.5		4.1			0.0
B	16			WAUKENA		4.4	
		13.2		5.6			0.0
	32			PAIGE		10.0	
		16.6		5.0			0.0
C	24			S. P. Crossing TULARE YL		15.0	
		13.9		5.2			0.0
	52			LOMA		20.2	
		5.3		5.0			0.0
C	46			VISALIA YL S. P. Crossing		25.2	
		0.0		6.6			16.2
	28			PERAL		31.8	
		11.6		1.5			0.0
				S. P. Crossing		33.3	
		11.6		2.9			0.0
B				CALGRO		36.2	
		10.6		2.3			15.9
C	66			**CUTLER** YL		38.5	
		0.0		3.2			0.0
C	32			SULTANA		41.7	
		0.0		3.4			13.2
C	52			DINUBA		45.1	
		9.3		3.7			0.0
C-Y	Yard			REEDLEY YL		48.8	
		14.6		1.9			0.0
				S. P. Crossing		50.7	
		14.6		0.3			0.0
	22			LAC JAC		51.0	
		0.0		2.4			0.0
C	68			PARLIER YL		53.4	
		5.3		1.4			0.0
	23			MILEY		54.8	
		1.1		3.7			2.5
C	52			DEL REY YL		58.5	
		0.0		3.4			7.9
	42			CASTY		61.9	
		0.0		2.5			8.5
	32			LONE STAR YL		64.4	
		0.0		2.0			10.6
	20			CECILE		66.4	
		0.0		2.5			10.6
C-R T-Y	Yard			CALWA YL		68.9	
				(68.6)			

WAHTOKE DISTRICT

TIME TABLE NO. 16 June 15, 1968

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
Y	22			MINKLER		9.7	
		0.0		1.9			31.7
	76			CELLA		7.8	
		0.0		2.5			0.0
	17			WAHTOKE		5.3	
		33.2		1.4			0.0
	32			RADWIN		3.9	
		0.0		3.9			41.4
C-Y	Yard			REEDLEY		0.0	
				(10.1)			

Yard limits MP 10.1 to Reedley, inclusive.
Main track ends at MP 10 + 336'; just east of Minkler.
No switch lights on Wahtoke District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
VISALIA DISTRICT		
Corcoran to Visalia	30	30
Visalia to Calwa	40	40
Tulare M.P. 14.3 to 15.9	20	20
Visalia M.P. 24.5 to 26.0	15	15
Reedley M.P. 48.2 to 49.5	20	20
Parlier M.P. 53.1 to 53.6	24	24
Del Rey M.P. 58.4 to 58.8	24	24
WAHTOKE DISTRICT	25	25

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

Normal position of junctions switches:
- Corcoran for First District siding
- Cutler for Visalia District
- Reedley for Visalia District
- Minkler for Wahtoke District

Length of stems of wyes:
- Corcoran.....Visalia District
- Calwa.....Visalia District
- Reedley.....Wahtoke District
- Minkler...Porterville-Orosi District

Rule 93: Yard limits are located at:
- Cutler to and including Wyeth
- Reedley
- Wahtoke District
- Parlier
- Del Rey
- Lone Star
- Visalia
- Tulare
- Corcoran (Visalia District only)
- Calwa (Visalia District only)

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

VISALIA DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection
Higby	22.1	12	East & West
Tokay	42.3	25	East & West
Enson	43.9	14	East
Mattei Spur	65.2	2.2 miles	West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Tulare	S. P. main track.	Interlocking. Bulletin Instructions.
Visalia	S. P. Visalia branch.	98 (A), 98 (B).
Peral ....1.5 West	S. P. Porterville branch.	98 (A), 98 (B).
Lac Jac ...0.3 East	S. P. Porterville branch.	98 (A), 98 (B).

At Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.

LATON DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications Turn Tables and Wyes
57			LATON		0.0		B-Y
	0.0		5.6			10.4	
7			CLINT		5.6		
	0.0		4.0			0.0	
10			GEPFORD		9.6		
	0.0		6.0			0.0	
16			SHILLING		15.6		
	0.0		1.8			0.0	
11			LANARE		17.4		Y
			(17.4)				

No switch lights on Laton District.
Yard limits Laton to Lanare, inclusive.
Normal position junction switch Laton for First District siding.

ARVIN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications Turn Tables and Wyes
100			ARVIN		333.1		B
	42.2		4.3			37.0	
			DI GIORGIO		328.8		B-Y
	0.0		2.0			42.2	
67			RIBIER		326.8		
	0.0		2.2			43.3	
54			LAMONT		324.6		B
	0.0		1.1			43.3	
			WEST LAMONT		323.5		
	0.0		6.6			43.3	
			ALGOSO		316.9		
	0.0		0.3			43.3	
			MAGUNDEN		316.6		B
			(16.5)				

No switch lights on Arvin District.
Yard limits Arvin to Magunden, inclusive.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
ARVIN DISTRICT	25	25
Curve M.P. 316.7 to 317.1	10	10
Curve M.P. 329.7 to 329.9	10	10
LATON DISTRICT	15	15

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

ARVIN DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection
Lonsmith	318.0	7	East & West
Harpertown	321.1	20	East & West
Patch	325.9	15	East

LENGTH OF STEM OF WYES

Laton	337 Ft.
Di Giorgio	500 Ft.

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications Turn Tables and Wyes
Yard			RICHMOND		0.0		C-R T-Y
	64.4		4.5			39.6	
66			EL CERRITO		4.5		B
	22.7		3.5			31.7	
20			BERKELEY		8.0		C
	0.0		1.9			0.0	
			S. P. Crossing		9.9		
	0.0		1.0			79.4	
Yard			OAKLAND 40th and San Pablo		10.9		C-R-Y
			(10.9)				

Engine bell must ring continuously while moving between Richmond and Oakland.

Train and engine movements between Richmond and Oakland will be made in accordance with Rule 105.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
OAKLAND DISTRICT	20	20
Track M.P. 0.0 to 10.2	20	20
Track M.P. 10.2 to 10.8	15	15
Track M.P. 10.8 to 10.9	5	5

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

RAILROAD CROSSING AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Berkeley .....1.9 West	S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98 (A), 98 (B).
Oakland .....0.7 West	AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.
Oakland .....1.1 West	S. P. West Oakland connection.	98 (A), 98 (B).

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Malott	4.0	8	East & West
Fairmount Avenue	5.7	11	East

LENGTH OF STEMS OF WYES:

Oakland (new) ..... 1800 ft.
Oakland (old) ..... 320 ft.
Richmond ..... Oakland District

FRESNO INTERURBAN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
			HAMMOND		0.0	
	0.0		2.0			0.0
7			CINCOTTA		2.0	
	0.0		0.4			0.0
6			BARTONETTE		2.4	
	0.0		2.6			0.0
24			CAMEO S. P. Crossing		5.0	
	0.0		2.2			0.0
6			BURNESS		7.2	
	0.0		5.8			0.0
24			FAIRVIEW		13.0	
	42.2		1.2			10.6
7			BIG BUNCH		14.2	
	15.3		1.0			8.4
14			ZEDIKER		15.2	
	9.5		0.5			0.0
10			RIVERBEND		15.7	
	31.7		1.0			42.2
4			ELK		16.7	
	10.6		0.2			0.0
			BELMONT AVE.		16.9	
			(16.9)			

No switch lights on Fresno Interurban District.
Booth phone at Hammond.
Yard limits Hammond to Belmont Ave., inclusive.

Normal position of junction switches:
Hammond for Second District siding.
Cameo for Fresno Interurban District.

OIL CITY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications Turn Tables and Wyes
38			OIL JUNCTION		308.6		B-Y
	21.1		2.2			0.0	
28			SEGURO		310.8		
	10.5		0.8			0.0	
24			MALTHA		311.6		
	52.8		2.1			42.2	
Yard			OIL CITY		313.7		
			(5.1)				

No switch lights on Oil City District.
Yard limits Oil Junction to Oil City, inclusive.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	MPH Frt.
FRESNO INTERURBAN DISTRICT	15	15
OIL CITY DISTRICT	20	20

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

RAILROAD CROSSING AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Cameo	S. P. Friant branch.	98 (A), 98 (B).

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Hammer Field Spur	4.9	1 Mile	East

1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon (telegraph office and roundhouse), Pittsburg, Richmond (telegraph office and roundhouse).

Rule 3: Crews of Southern Pacific and Sacramento Northern trains, having complied with their Companies' time regulations, may proceed over joint track.

Southern Pacific trains using joint track on Fresno Interurban District and between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Pittsburg will be governed by A.T.&S.F. time table and Rules, Operating Department.

3. Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

4. Rule 80: Bulletin books are located at Barstow, Bakersfield, Ducor, Calwa, Fresno, Riverbank, Mormon, Pittsburg, Richmond, and San Francisco (China Basin).

5. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.

6. Rule 104 (E) is amended: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

7. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
888.5	Bridge 888.5	Highway Bridge
888.8	Bridge 888.75	Highway Bridge
1096.7	Bridge 1096.719	Truss Bridge
1166.4	Bridge 1166.47	S. P. Bridge
1166.5	Bridge 1166.48	Highway Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Maltby and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1183.1	Bridge 1183.1-A	Road Bridge
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

SPEED REGULATIONS

8. Derricks, cranes, pile drivers, spreaders* and similar machinery moving on their own running gear must not be moved in trains except on authority of trainmaster, and trains handling such equipment must not exceed speeds indicated below:

District	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720	Wrecking Derricks	Other Machines Including Derrick 199775
	MPH	MPH	MPH
Mojave, First, Second	45	40	30
Oakland, Porterville-Orosi and Visalia	20	20	20
Any point on all other Districts	15	15	15

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH.

Trains handling scale test cars AT 199913, AT 199914, or AT 199915 must not exceed 50 MPH.

Pile drivers must be handled in train next to engine.

9. Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Locomotives:			
80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

Diesel Locomotives and Motor Cars	Forward Miles Per Hour	Light Miles Per Hour	Backing or When Not Controlled From Lead Unit Miles Per Hour	Dead In Train Miles Per Hour
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
325-344	90	90	45	90
350-359	90	90	*45	90
400-405, 1900-1939	90	90	45	90
1100-1174, 1800-1889	80	80	*45	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-190	80	65	25	75

*NOTE: Forward speed applies when backing handling train controlled from leading unit.

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

SURGEONS OF THE SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. LAWRENCE CHAFFIN, CHIEF SURGEON
Los Angeles, Calif.

DR. A. L. KIEFER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

DR. L. E. WALTER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

A. J. STROBEL, GENERAL WATCH INSPECTOR
Topeka, Kansas

R. W. WELLS, ASST. GENERAL WATCH INSPECTOR
San Bernardino, Calif.

For name and address of local surgeons and local watch inspectors, refer to bulletin book.

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Grants	North of Barstow	Clovis and beyond
	Edwards		Belen and beyond
2	Edwards	Belen and beyond	
	Holbrook	Clovis and beyond	
	Grants	Clovis and beyond	North of Barstow
17	Flagstaff	San Bernardino and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
18	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	San Bernardino and beyond
23	Laguna		Belen and beyond
73, 75, 77	Pico Rivera		Oceanside and beyond
73	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Orange, San Juan Capistrano and Encinitas		San Bernardino and beyond
77	Orange	Los Angeles	
76	San Clemente		Los Angeles
75, 77	Encinitas	Los Angeles	
74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		Los Angeles
76	Encinitas		Los Angeles

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipments of which they are in charge, when provided proper transportation.